





To-day's  
Advertisements.

THEATRE ROYAL.

TO-NIGHT! TO-NIGHT!

LAST NIGHT OF

MESSRS. DALLAS AND MUSGRAVES  
DRAMATIC COMPANY.

IN

WILSON BARRETT'S GREAT MASTERPIECE

"THE SIGN OF THE CROSS."

(SATURDAY, April 1st), Grand Production of the

GREAT ADELPHI NAUTICAL DRAMA

"THE HARBOUR LIGHTS."

PRICES:—\$3, \$2 and \$1.

Box Plan at the ROBINSON PIANO CO.

Soldiers and Sailors, (in Uniform), Half-price, to Back Seats only.

W. H. BROWN,

Business Manager.

Hongkong, 30th March, 1899. [4424]

ONLY FOR A SHORT SEASON.

FIRST TIME IN HONGKONG.

SIMONDS GRAND MUSEUM.

THE BEST AMUSEMENTS FOR FAMILIES

And

WAX WORK EXHIBITION,

OPPOSITE HONGKONG HOTEL.

A GRAND MARVELOUS, Magnificent

and Extraordinary Show, which has never been

before in Hongkong.

ALL LIFE-SIZE MOVING WAX-FIGURES

Made by the most clever and best Artists of

Europe.

PRICE OF ADMISSION, 50 cents.

SAIORS AND SOLDIERS IN UNIFORM,

HALF-PRICE.

CHILDREN, UNDER 10 YEARS 25 cents.

REDUCTION GIVEN TO SCHOLARS.

Open every day from 9 A.M. to 11 P.M.

Except SUNDAY.

PROFESSOR A. W. SIMONS,

Proprietor.

Don't lose this Opportunity.

Hongkong, 30th March, 1899. [4434]

LAST NIGHT AND

VICE-REGAL NIGHT, THURSDAY

NIGHT.

Under the Distinguished Patronage of

HIS EXCELLENCY SIR HENRY BLAKE,

K.C.M.G.

MAJOR-GENERAL C. G. GASCOIGNE, C.M.G.

AND OFFICERS.

WARREN'S CIRCUS.

A Suber Programme will cap the Climax of

this Pre-Eminent Success during which

MR. WILL. MARLOW, of H.M.S. *Narcissus*

will render in his inimitable, rollicking

style, the following Comic Specialities

"A CURIOSITY"

"MOG TROTTER"

"ON THE SAME OLD SPOT."

W. PFLEGER,

Press Representative.

Hongkong, 30th March, 1899. [4434]

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above

LODGE will be held in the FREEMAS-

ONS' HALL, Zetland Street, TO-NIGHT,

the 30th instant, at 8.30 for 9 p.m. precisely. Vis-

iting Brethren are cordially invited to attend.

Hongkong, 24th March, 1899. [4054]

NOTICE.

THE EQUITABLE LIFE ASSURANCE

SOCIETY OF THE UNITED STATES

is permitted by the Courtesy of the Manager

of the "Hongkong Telegraph" to present to

readers the THIRTY-NINTH ANNUAL

REPORT for the year ending December 31st,

1898.

ASSETS \$53,826,937

LIABILITIES TO POLICY

HOLDERS and

OTHERS 41,887,252

SURPLUS \$11,939,685

SURPLUS means SECURITY and in this

respect the EQUITABLE is what it claims to

be.

THE STRONGEST COMPANY IN THE

WORLD.

Hongkong, 30th March, 1899. [4464]

VICTORIA RECREATION CLUB.

ATHLETIC SPORTS.

BY Permission of H.E. the GOVERNOR

the above SPORTS will be held in the

HAPPY VALLEY, on SATURDAY, 1st April.

W. S. HAILEY,

Acting Hon. Secretary.

Hongkong, 30th March, 1899.

ATHLETIC SPORTS.

THE COMMITTEE of the VICTORIA RE-

CREATION CLUB cordially invite the

LADIES of HONGKONG to the ATHLE-

TIC SPORTS to be held on the HONGKONG

FOOTBALL CLUB GROUND, on SATURDAY,

the 1st April.

1st Race 1 P.M. SHARP. [4524]

NOTICE.

MR. FRANCIS MAITLAND is admitted

a PARTNER in our FIRM from the

1st April, 1898.

Linstead &amp; Davis.

Hongkong, 30th March, 1899. [4484]

NOTICE.

WE have this day admitted MR. EDWARD

SHELLIM as PARTNER in our FIRM

in Hongkong.

MR. A. HOWARD has been authorized to

SIGN our FIRM per procuration from this

date.

DAVID SASSOON Co.

Hongkong, 31st March, 1899. [4494]

To-day's  
Advertisements.

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KASHING,"

Captain Hopkins will be despatched as above

SATURDAY, the 1st April, at 1 P.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 30th March, 1899. [4454]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"

Captain Hall will be despatched for the above

Ports, on SUNDAY, the 2nd April, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK &amp; Co.,

General Managers.

Hongkong, 30th March, 1899. [4474]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO

YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain E. Waltersdorf, will leave for the above

Ports, on or about WEDNESDAY, the 5th

April.

For further Particulars, apply to

MELCHERS &amp; Co.,

Agents.

Hongkong, 30th March, 1899. [4514]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"PRINZ-HENRICH,"

Captain O. Cupper, due here with the outward

German Mail about the 4th April, will leave

for the above place about 48 hours after

arrival.

For further Particulars, apply to

MELCHERS &amp; Co.,

Agents.

Hongkong, 30th March, 1899. [4514]

FOR NEW-YORK VIA SUEZ CANAL.

THE Steamship

"LIV,"

will be despatched for the above port, on or

about the 15th April.

To be followed by the

S.S. "UNDAUNTED,"

Sailing about the 10th May.

For Freight, apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 30th March, 1899. [4504]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"MAZAGON,"

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo:—

From Madras, 4 S.S. *Lafraik*.

Goods not cleared by the 5th April, at 4 P.M.

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and a certificate of the damage ob-

tained from the Godown Company within ten

days after the Vessel's arrival here, after which

no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 30th March, 1899. [5]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF PEKING" are hereby notified

that their Goods are being landed and stored

at their risks in the Company's Godowns at

Wanchai, from whence delivery may be ob-

tained on countersignature of Bills of Lading.

Goods remaining unclaimed after the 28th

instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,

Agent.

Hongkong, 30th March, 1899. [1]

## Intimation.

A. S. WATSON &amp; Co.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS

(For Invalids and General Use.)

B.—VINTAGE, superior quality,

Red Capsule ..... \$14.40

C.—FINE OLD VINTAGE, sup-

erior quality; Black

enl Capsule..... 16.20

D.—VERY FINE OLD VINTAGE

extra superior. Violet

Capsule (Old Bottled) 20.40

Port after removal should be rested

for a month before use. Wine re-

quired for drinking at once should be

ordered to be decanted at the Dis-

pensary before being sent out.

These Wines are too favourably

known to need comment.

Sample bottles and smaller quanti-

ties will be supplied at proportionate

wholesale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorised Agents at the Coast

Ports.

A. S. WATSON &amp; Co., Limited,

THE HONGKONG DISPENSARY.

The Hongkong Telegraph.

HONGKONG, THURSDAY, MARCH 30, 1899.

NOTES AND COMMENTS.

In a recent issue of this paper we gave an

account of a dinner given by certain

Japanese gentlemen to some Philippine

gentlemen who have gone to Japan with

the avowed intention of striving to gain

the recognition of Japan for the Philippine

Republic. We now learn from the

Philippine Junta in Hongkong, that the

Philippine gentlemen in question had no

authority from their Government to under-

take any mission whatsoever and are

consequently acting entirely upon their own

initiative. Doubtless they are actua-

lized by the best of motives in thus striving

to gain recognition as belligerents for their

countrymen from a Power which carries a

certain amount of weight in Far Eastern

affairs, but at the same time it must be re-

membered that those who interfere without

invitation frequently do more harm than

good, and we fancy that they would have

done better to have let matters alone until

they had obtained the consent of AGUINALDO

to conduct their mission.

Talking of missions we are reminded that

we are still without news of any proceedings

on the part of the American Commission,

which left here some time ago for Manila,

with the intention of enquiring into the

"Philippine question." On their departure from

Hongkong we remarked that it was difficult

to understand what good could be done by

the Commission in the present state of affairs

and that unless a cessation of hostilities could

be arranged for while matters were discussed

we could not see how a fair estimate of the

Philippines, and their fitness or otherwise for

self government, could be arrived at. To this

opinion we still adhere, for it goes without say-

ing that both sides of a question must be heard

before an unbiased opinion can be given on

its merits. As matters now stand in the

Philippines we do not see how the Commis-

sioners can possibly get at the Philippine side

of the question. They can, it is true, see

for themselves the state of affairs in the very

circumscribed area held around Manila by

the American troops, but they certainly can-

not form any opinion upon the whole of

Luzon, or upon the whole of even one pro-

vince, by so doing. One might just as well

send a Commission to Tybam to enquire into

the sanitary condition of Canton.

The Commission can certainly examine

any Philippines that they may happen to

meet with in Manila, but from them they

will only get a very one-sided view of the

matter, which will naturally tend towards the

American side of the question. But every

day that the war against the Philippines con-

tinues the hope of a peaceable and amicable

settlement of the questions at issue grows

more and more slender. In an article upon

"Victory and its Effects" the *San Francisco**Chronicle* of 15th ulto, says:—

"It is a pity from this point of



## THE HONGKONG VOLUNTEERS.

His Excellency Major General Gascoigne held his annual inspection of the Hongkong Volunteers yesterday afternoon. The parade, which was an exceptionally large one, was formed up on the guns, ready for inspection at 2 p.m. H.E. The Governor, who was wearing the uniform of the regiment with the sash and order St. Michael and St. George, marched down with the Volunteers from their private parade ground.

On the General's arrival on the military parade ground he was met by H.E. the Governor and on approaching the parade, a general salute was given by the order of Sir John Carrington. Without loss of time the staff started on their tour of inspection, at the conclusion of which the General was heard to compliment Sir John on the steadiness displayed by the men in the ranks. The troops then marched past their Excellencies and, after a few simple field movements, were formed up for the purpose of hearing what General Gascoigne had to say regarding their military capabilities. He was exceptionally well pleased with the smartness displayed by the men and more than that he was pleased that there were so few absences. He was talking beyond the men, he was addressing their employers. The volunteers of Hongkong were not for ornament, nor were they only for drill but were reckoned as one of the defences of the island. By these inspections the officer commanding could see what a regiment was, what were its weak points, and so it was absolutely necessary that every man should be present. His Excellency the Governor had conferred great honour on them by accepting the colonelcy of the corps, and he hoped that they would appreciate it. He did not ask them very often to come as he well knew the difficulties that stood in the way of their getting away from business, but when he did ask them he would expect the men to respond to the call. He was sure that His Excellency their Colonel also held the same opinions; he must again compliment them on their good soldier-like appearance and performance.

The parade was then marched back to their parade ground, where, before dismissal His Excellency said he would like to say a few words. This was the first time that the colonel had been able to be present with them on a parade, and it gave him great pleasure to hear the complimentary remarks of the General, but he wished to speak to them in confidence, there was no General there now. He was proud of being their colonel, but he wanted to be the colonel of a thoroughly efficient regiment, the parade that day showed who were the thoroughly trained men and who were not, he would ask the men who were not efficient to use their best endeavours to become so, as one incompetent man in a regiment might be the means of rendering the services of his gun quite useless. He had that day been studying the ordinances concerning the volunteers and he did, and intended to still take greater interest in them, he saw no reason why the young men of this colony should not form one of the finest volunteer regiments in the British Empire. He wished the corps every success.

Major Sir John Carrington, on behalf of himself, the officers and men of the Hongkong Volunteers, thanked His Excellency for the honour he had conferred upon them and asked the men to show their appreciation of it, by giving His Excellency three hearty cheers, which were given with true British vigour, and followed by a "Vive."

Sir John then said he wanted to speak to them on three subjects, the first was the honour bestowed upon them by the acceptance by the Governor of the colonelcy but as he had spoken already on that subject it was not necessary for him to say more. The next was, as they were all well aware, he was going away for some time, he hoped it was not for ever, but life in Hongkong and elsewhere was so precarious that he did not feel justified in saying that it would not be for ever; while he was away the command of the regiment had been kindly accepted by Lt. Col. Mainwaring and Battalion Royal Welsh Fusiliers, they all knew that officer, he belonged to a very distinguished regiment and he also took great interest in volunteers, and he hoped that when he came back that he would find them even smarter than what they were then. The next thing was the adjutant, Capt. Gordon, R.A., had been with them for nearly four years and a half and there was not a man present on that parade but must feel sorry to hear that he had been ordered home for the sake of his health, and that the Government had thought it expedient for him to resign the appointment of being their adjutant. He only hoped that when Capt. Gordon came back that he would be known as he always had been, as their friend. Lastly he had to speak about his own going, he was sorry to leave them, as he felt proud of them, but they must remember that up till now they had always had civilian commanding officers, now they were to be honoured by having a regular soldier as their commandant and he hoped they would prove worthy of the honours they had so lately received. He would ask the men to give three cheers for Capt. Gordon and also to drink to the gallant Captain's health at his expense. Major Johnson, of the 5th Canadian Artillery Militia, also asked leave to say a few words, and, on gaining the required permission, said that he thanked the members of the Hongkong Volunteers, officers and men for the kind way in which they had treated him during his stay in Hongkong. While he was travelling around he saw many volunteers, and it made him think that seeing the same uniform in the different British colonies caused a feeling of brotherhood. His corps was known as the "Fighting Battalion" and if at any time there was trouble in Hongkong we could depend upon a thousand of them coming at short notice to assist their brothers here. He had seen many inspections and only hoped that his regiment would bear themselves as creditably as the Hongkong Volunteers had done that day.

The parade was then dismissed and adjourned to the building, where refreshments were provided to drink the health of Captain Gordon, R.A., Lt. Col. Lowson, who mounted a table, speaking on behalf of the officers and men, said how they all were in the loss of Major Carrington, even though it was only for a short time. He called for three cheers for their commandant which were heartily accorded by all present.

Their Excellencies Sir Henry Blake, G.C.M.G., and General Gascoigne, together with the principal officers of the Garrison were entertained at dinner in the Headquarters office, by Sir John Carrington and his officers. In the evening a speaking concert for all members was given in the recreation room, for the purpose of wishing their extremely popular commandant a pleasant trip and a happy return home. T. E. the Governor and General, Mr. T. Jackson, Hon. H. T. Whitehead and J. J. Bell, Irving, and Mr. W. Poate were present and the Governor and General again impressed upon their hearers the importance of the volunteer movement, especially in a colony situated as Hongkong. A very successful programme was carried through, the following gentlemen taking part:

Lt. Col. Mainwaring, R. W. Fusiliers, Captain Lowson, Maxims, Gunners Brown and Caples and Mr. E. B. S. M. Duncan and Gunner. There were present on the parade—Staff, four officers and one non-commissioned officer.

## BATTLESHIPS' MEAT STORE.

Field Battery, three officers and 89 non-commissioned officers and men. Machine Gun Company, three officers, 34 non-commissioned officers and men and two signallers. This, with the two sergeant-instructors, gives a total of 124.

## WHAT THE "OREGON" AND "IOWA" TOOK WITH THEM WHEN THEY SAILED.

(National Provisioner.)

The following reference to refrigerated meat cargoes has a very direct bearing upon the proposals of the Queensland Meat Exportation Company to the Tanjong Pagar Dock Company. We (S. F. Press) understand that no definite arrangement has yet been entered into, but it is a matter that it would require some ingenuity to discover any reasons for hesitating over—that is from a business point of view—for that there is money in it is pretty certain.

Before leaving New York there were put into the hold of the *Celtic*, the refrigerator ship which is accompanying the *Oregon* and the *Iowa* to Manila, 25,000 pounds of fresh frozen beef, 25,000 pounds of fresh frozen mutton, and 25,000 pounds of vegetables. These supplies are so arranged that the battleships can at any time take from the cargo whatever meat and vegetables are needed for the mess during the long voyage to the Philippines.

The stores were placed on board for the use of the fleet's men. Such a thing is unparalleled and unheard of in naval history. And it has been left to this government and to one of the greatest packing companies to store up and send with a fleet on the longest voyage on record a ship loaded with fresh supplies from which the officers and crew can be fed the same as on land in any climate.

Besides being novel in naval history, it is a new departure in the meat trade. The meat was specially gotten up for this shipment. It was sewn in cheesecloth, frozen in Chicago and brought from there to New York in refrigerator cars in a frozen state. To thus maintain carcasses of beef in a frozen state during so long a 'freight journey' is a big undertaking in itself. It is seldom attempted by the largest and best equipped companies even for a shorter distance. The cargo was loaded in a frozen state and will be kept at a rigid temperature until it is consumed or the residue landed at Manila.

Before the ships, after touching at Honolulu, reach their destination the store ship *Celtic* will have performed the most wonderful voyage in the world's history in the meat line. She will have carried in her hold and through all climates a cargo of frozen fresh meats over the longest voyage of a meat ship in existence. She will have demonstrated the limitless possibilities of refrigeration and of nautical cold storage for distributing the world's surplus meats and provisions to those climes and peoples who require them.

The voyage of the warships and of their floating store, the *Celtic*, will take more than a hundred days. Hereafter a voyage of sixty days for a frozen meat ship has been regarded as a marvel in trade circles.

## A REMARKABLE DISCOVERY.

M. Jaubert, a chemist formerly attached to the *French Medical Journal*, discovered the substance which when used in proper proportion, succeeded in removing from the air of a closed chamber the carbonic acid, watery vapour, and other irrespirable products produced by a living animal enclosed in the chamber, while at the same time giving out "automatically" in exchange the mathematically exact quantity of oxygen required.

Two experiments were made by Dr. Labordet, the one on a guinea-pig under a bell jar, the other on M. Jaubert's brother who wore a tightly-fitting respiratory mask. The nature of the substance is not mentioned, the only indication being that it is the lightest "reservoir" of oxygen in existence.

We are told that the research has been in progress since May last, with the approval and assistance of the French Ministry of Marine, which was interested in M. Jaubert's scheme because it promised to be useful in submarine boats and in diving-bells. It is stated that three or four kilograms of this substance is enough to keep a healthy adult alive for twenty-four hours in a space hermetically closed.

## A NEW SYSTEM OF GUN PRACTICE.

A commendable desire to increase the gunnery efficiency of the crews serving under them is being evinced by the admirals commanding British fleets.

Rear-Admiral Harris, Commander-in-Chief of the Cape and West Africa Station, took the lead in this movement, and his latest follower is the distinguished officer who preceded him in the Cape command. The first important thing done by Vice-Admiral Sir H. H. Rawson since taking up command of the Channel Squadron has been to inaugurate a system of practice, which shows that he is determined to bring the marksmanship of the fleet up to the highest possible standard of efficiency.

Instead of letting the ships of the Squadron lie idle at Portland, Vice-Admiral Rawson took them into Torbay recently for a couple of days. "Drill," and showed that he places a high value upon the gunnery skill of the crews. Target practice was carried out every morning, every ship towing a target and the squadron circling around in such a way that the ships were enabled to fire at the targets towed by one another. This is a familiar manoeuvre in the Mediterranean Fleet when the ships are at short-range practice, and has been often carried out in the Reserve fleet. Aiming tubes were fixed in the guns—a proceeding equivalent to fitting a Morris tube in a rifle—and an officer was told off to supervise and instruct the work of each gun. He had to see that the men fired coolly and took good aim, and to impress upon them the necessity of keeping up a careful, steady fire. In addition, the officer had to note each man's ability at his work. Practice of this systematic nature will do much to increase the skill of the gun crews, but the British bluejacket is by no means the indifferent shot some would make him out to be. In past years the unreliable nature of the rangefinders was a drawback, but this has now been practically got over by the adoption of a new instrument. Every man cannot be made into a skilled gunner, a considerable amount of natural gift is required, and it is to discover the men who possess this that notes are being made of the Channel Squadron tar's performances.

The best marksmen are made captains of guns, and they are responsible for putting the projectile on its target. The other men simply do the labourer's work around the gun. Should the captain be disabled, there are a couple of qualified men in reserve, while all the members of a gun crew are trained gunners, though they may not be expert marksmen. In short, our system of training and arranging gun crews has been extensively copied, which is very good testimony to its value. Daily Mail.

## THE PLAGUE.

At the meeting of the Hongkong Sanitary Board this afternoon plague returns from Bombay from the period 14th to 27th February, were submitted. On the last date 120 cases were reported and 22 deaths.

A telegram, dated March 16th, was submitted reporting cases of plague found at Howrah, near Calcutta.

A telegram, dated March 24th, was submitted reporting an outbreak of plague at Sarau district, Bengal.

## THE WAR AND THE CANAL.

SAN FRANCISCO, Feb. 17th.

When the *Chronicle* took ground against a declaration of war upon Spain in a series of articles which appeared last spring it pointed out the danger that military expenses would become so great that schemes of domestic improvement and commercial expansion, naming the Nicaragua canal as one, would have to be set aside. The prophecy is now being realized. Although our revenues are vastly greater than they were, the country is told that it faces a deficit which is not expedient to increase, either by the passage of the Nicaragua canal bill or the bill for the revival of American shipping. We must have an \$80,000,000 Army and an imperial Navy, but we cannot have the agencies of thrift and peace which the commercial interests of the country need and have long been calling upon the Government to provide. Armies must come while the canal waits; our vessels of war must increase until we rank third as a naval power, but the flag must wait in vain for the merchant ships that will carry it to teeming millions.

The country begins to see for itself what war brings. The *Chronicle's* opinion last spring that a Nicaragua canal would be worth more to us than anything a successful war could dover us with, has not changed a hair's breadth. War has piled up our expenses, increased our dangers, bred still another war, instilled jealousy of our progress in European minds and created an issue that may end, for all anybody knows, in our losing the richest gains of conquest. So much for war. As for peace, it might by this time have made the Nicaragua canal and an expanded commerce practicable. But European jealousy will do good. It is incumbent upon Congress and the American people to do their best to repair the errors of the past by getting as rapidly as they can upon the old peace basis. If our new territories can be had peacefully and made to pay their own way, well and good. If not, we do not conceive it to be our duty to forever shelter the Nicaragua project and the commercial subsidy bill and all the other things that count for the best progress simply to nourish a military aspiration. Better be a Western power in peace and plenty than a world's power in war. Nevertheless, it ought to be practicable to reach the best status of both. We shall be able on the one hand to control our new possessions with a policy of justice and to reach our revenues for a policy of commercial gain. We believe it can be done. But in the meantime, as it appears, we are to be forced to see measures of the utmost national utility put on the shelf. *Chronicle.*

## THE AMERICAN ENGINES FOR THE MIDLAND.

WHY THEY WERE ORDERED.

At the half-yearly meeting of the Midland Railway Company held at Derby recently, the chairman, Sir Ernest Paget, referred to the orders for locomotives that had been placed in America. The directors, he said, would have much preferred to purchase home-made goods, whether engines or anything else, if it had been possible. The question of cost did not enter into their calculations when they asked for tenders from across the water. Their train mileage was rapidly increasing—it had increased during the past year by two million miles—and for years past the locomotive superintendent had been impressing the fact upon them that they worked their engines too hard. If Mr. Johnson had his own way he would have only about 75 per cent of the engines in steam, whereas now they had as many as 90 per cent. At present they had as many as 170 engines ordered in England. The orders commenced in December, 1897, the first engines were to be delivered in July, 1898, and then they were to be delivered at 50 many per month. If that delivery had gone on properly they would now have had forty-eight of these engines. As a matter of fact, they had not received one. The last order they gave was in December, 1898, for twenty engines at a very large cost, ("Shame.") This order would not be completed until May 1900, ("Oh.")

New engines were a necessity to them, said Sir Ernest, so they looked to see for tenders from two firms in America, the Baldwin and the Schenectady. They received offers in the one case to supply ten engines within ten weeks of the receipt of the drawings, and in the other shipment of ten in four months. So that while they could not get an engine promised in England in fifteen months, they could get twenty from America in four. He did not think the directors needed further justification. (Hear, hear.) Being of this opinion, they had doubled their order to one of the firms. The engines ordered would be of the type known in America as the Mogul. They would be essentially American engines, with certain modifications and alterations, and it would be interesting to see them running by the side of the English engines. They were determined that the new engines should have fair play from beginning to end. (Hear, hear.)—*P. M. Gazette.*

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## NOT A N D A.

## CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1893.

Barometer ..... 30.059

Thermometer ..... 62.0

Humidity ..... 85.0

Rainfall ..... 4.08

TO-DAY.

Barometer ..... 30.07

Thermometer ..... 72

Humidity ..... 83

Rainfall ..... 73

TO-DAY.

Thursday, 30th March, 1899.

Chinese—20th of 2nd moon of 25th year of Kwang-shi.

Sun—Rises ..... 6hr. 0min.

Sets ..... 5hr. 55min.

High water—Morning ..... 10hr. 10min.

Afternoon ..... 11hr. 15min.

Low water—Morning ..... 5hr. 10min.

Afternoon ..... 5hr. 15min.

ANNIVERSARIES.

1814—British troops entered Paris.

1850—Peace with Russia.

1874—Abolition of coolie trade at Macao.

1883—Inauguration of New British Consulate at Shanghai.

1896—The Japanese flag hoisted over new settlement at Soochow.

TO-MORROW.

GOOD FRIDAY.

Friday, 31st March, 1899.

Chinese—20th of 2nd moon of 25th year of Kwang-shi.

Sun—Rises ..... 6hr. 0min.

Sets ..... 5hr. 55min.

High water—Morning ..... 10hr. 10min.

Afternoon ..... 11hr. 15min.

Low water—Morning ..... 5hr. 10min.



